

Pennsylvania Railroad Station, South Baggage Passage  
and Canopy (Union Station, South Baggage Passage  
and Canopy)

1101 Liberty Avenue  
Pittsburgh  
Allegheny County  
Pennsylvania

HABS No. PA-1175-A

HABS

PA,

2-PITBU,

37B-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey  
Mid-Atlantic Region National Park Service  
Department of the Interior  
Philadelphia, Pennsylvania 19106

HABS  
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HISTORIC AMERICAN BUILDINGS SURVEY

PENNSYLVANIA RAILROAD STATION, HABS No. PA-1175-~~A~~  
SOUTH BAGGAGE PASSAGE AND CANOPY  
(Union Station, South Baggage Passage and Canopy)

Location: 1101 Liberty Avenue, Pittsburgh, Allegheny County,  
Pennsylvania

Present Use: The South Baggage Passage and Canopy are currently  
barricaded due to unsafe condition of the structural frame.

Present Owner: Port Authority of Allegheny County, Beaver and Island  
Avenues, Pittsburgh, Pennsylvania, 15233

Significance: The South Baggage Passage and Canopy are functional  
appendages of the historically and architecturally  
significant Pennsylvania Railroad Station, which is a  
symbol of the important role railroads have played in the  
region. It permitted passengers to move from the taxi  
stand (rotunda) to the open concourse area without moving  
through the passenger waiting room. Baggage carts were  
loaded and unloaded in the adjoining baggage room and some  
baggage was carted through this passage on its way to be  
shipped or received. The canopy provided protection from  
the weather.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of construction: Building commenced about 1892 and was  
completed in 1902.
2. Architect: D.H. Burnham and Company
3. Original and subsequent owners: Pennsylvania Railroad owned the  
station until succeeded in 1968 by the Penn Central Railroad,  
which was formed by the merger of the Pennsylvania and New York  
Central Railroads. The station was acquired by Consolidated  
Rail Corporation (Conrail) as a result of the Rail  
Reorganization Act of 1976. The Port Authority of Allegheny  
County purchased a portion of Conrail's Pittsburgh-to  
Wilkesburg right-of-way for the East Busway Project. Included  
in the purchase was the south baggage passage and canopy. The  
station proper has been conveyed from Conrail to the City of  
Pittsburgh Urban Redevelopment Authority for intended resale to  
the Union Station Development Company.
4. Original plans and construction: The original plans were  
retained by the railroad until 1982, at which time they were  
transferred to the Buncher Company, one of the partners in the  
Union Station Development Company.

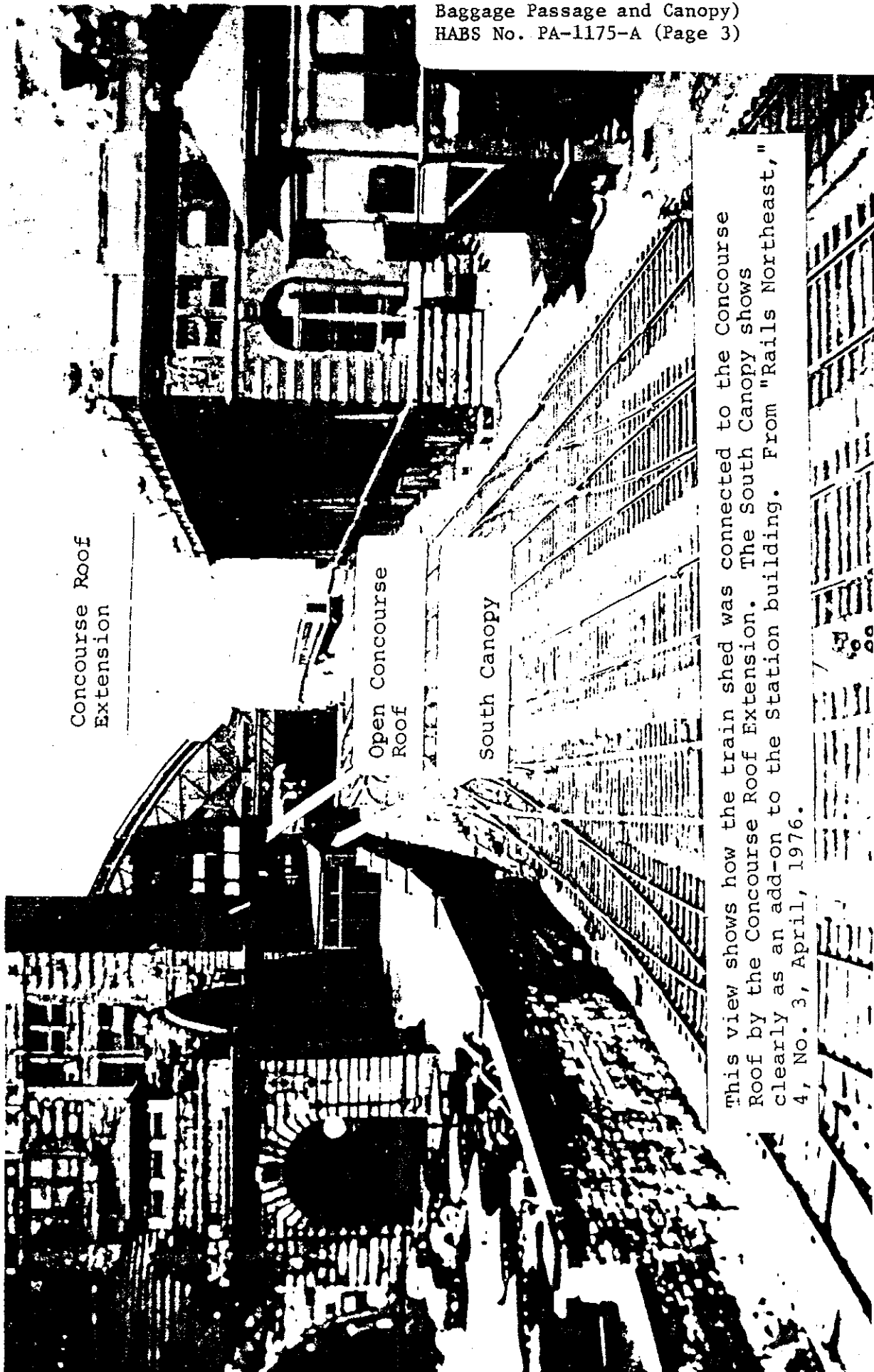
B. Historical context:

The Union Station site is significant in that it represents the major importance of railroads to the Pittsburgh area. The building is the third to be located on the site. As early as 1858, Pittsburgh's Pennsylvania Railroad Depot served five different railroads, including the Pennsylvania Railroad, and the Pittsburgh Fort Wayne and Chicago. The earlier station was burned in the railroad riots of 1877 and was replaced by a temporary structure which stood until the present station was built. The present station was built at the height of the Pennsylvania Railroad's power and the building's grand classical design reflects this power. The Pennsylvania Station is one of a decreasing number of grand stations designed to serve as a "gateway" to the city it served. A traveler would receive an impressive first impression of the city from it. The station sits at the northern apex of Pittsburgh's Golden Triangle, at the intersection of Grant Street and Liberty Avenue. The building partially closes the vista of Liberty Avenue with its sweeping entrance ramp and high style architectural design.

PART II. ARCHITECTURAL INFORMATION

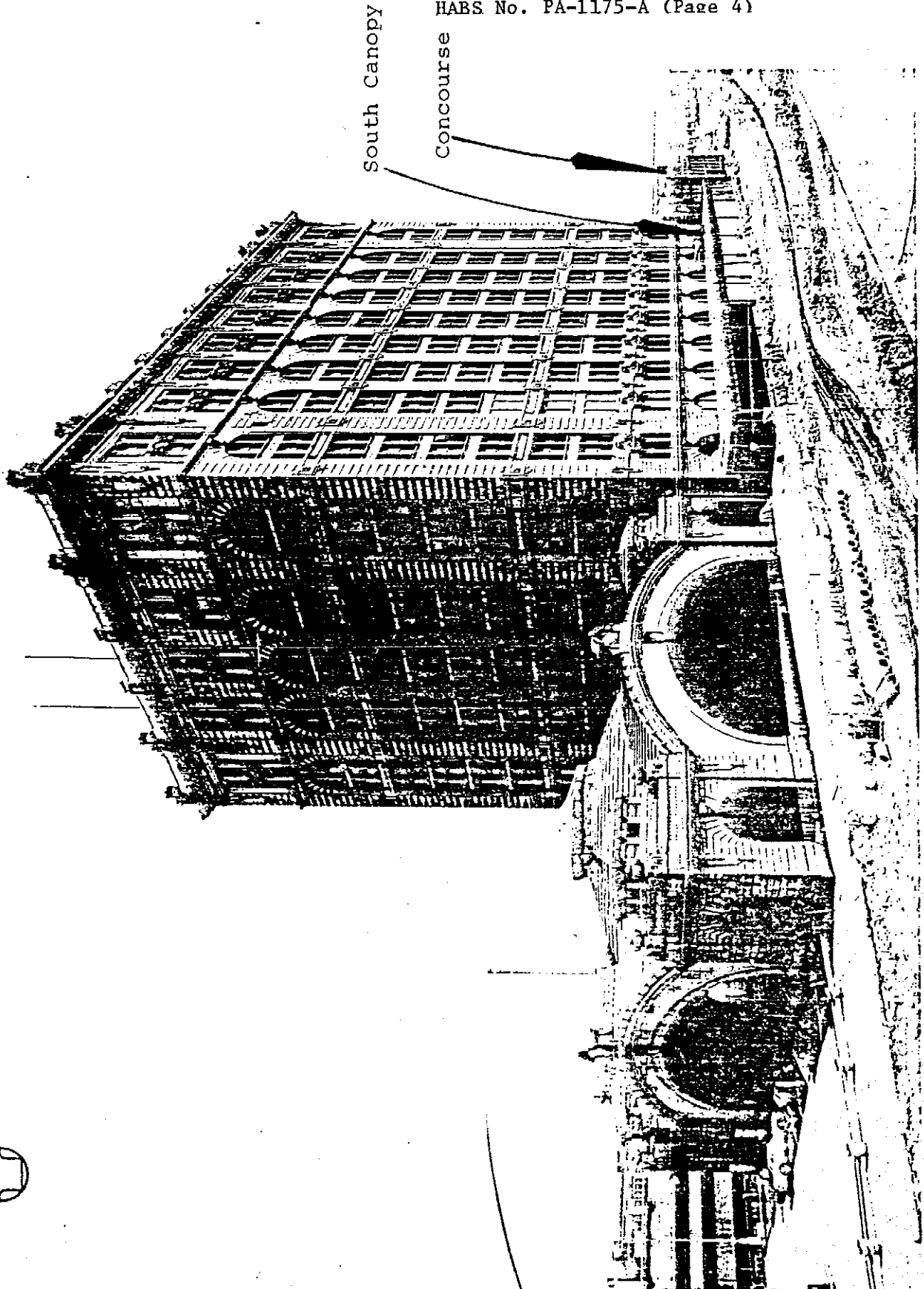
The station is Pittsburgh's only example of the style referred to as "Burnham Baroque." The south canopy was constructed of steel lattice trusses supported on "H" columns and decorative cast posts, and 12" x 12" glass lights set in cast-iron frames, which are supported at the outer edge by decorative cast-iron columns. A decorative fascia was attached to the perimeter of the roof.

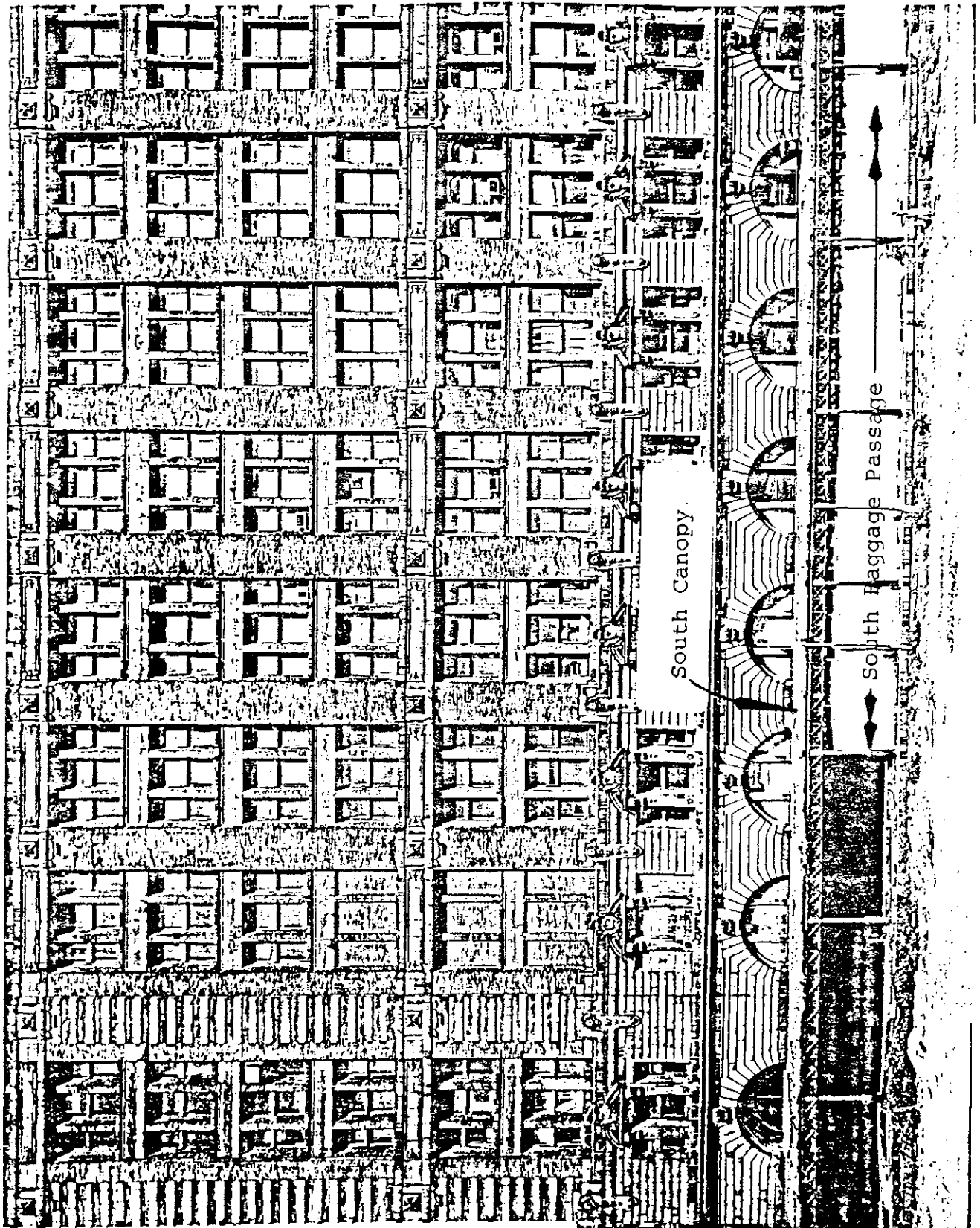
Edited and transmitted by: Holly K. Chamberlain, historian  
HABS  
November 2, 1987

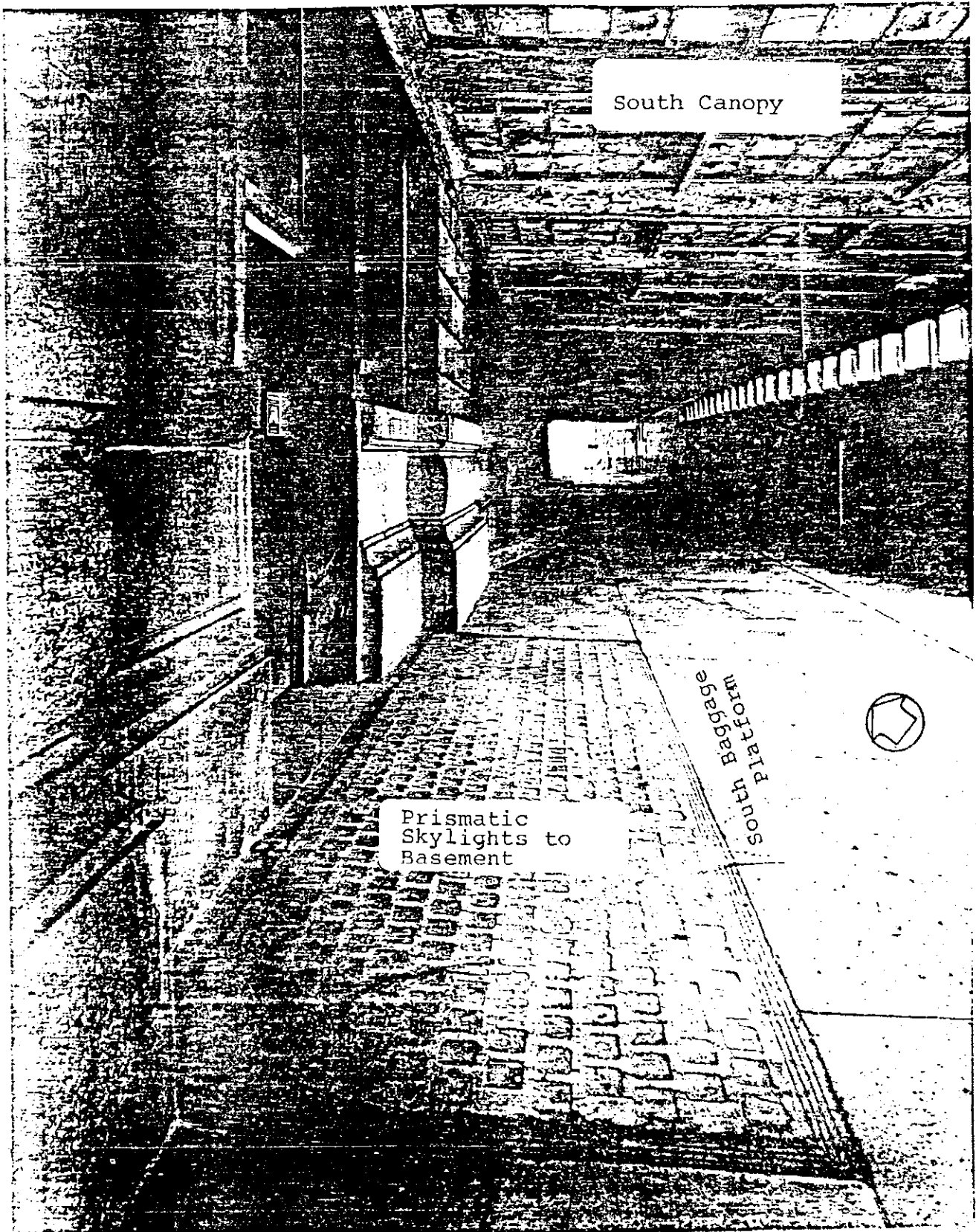


This view shows how the train shed was connected to the Concourse Roof by the Concourse Roof Extension. The South Canopy shows clearly as an add-on to the Station building. From "Rails Northeast," 4, No. 3, April, 1976.

This is the Panhandle side entering the station as seen from an old foot bridge to Bigelow Blvd to the station looking north. The old train shed can be seen just beyond the station building. PH Tower and the steam plant are up against the hill side in this picture taken 8/10/32. by W.J.B. Gwinn.







South Canopy

Prismatic  
Skylights to  
Basement

South Baggage  
Passage

